

AMENDMENTS TO THE CLAIMS

Claims 1 – 26 (Cancelled)

27. (Cancelled)

28. (Currently Amended) A method for the control of at least one engine of an aircraft having at least two engines supplying motive thrust to the aircraft, wherein an amount of at least one of energy, fluid and other media that is at least one of supplied to and taken from the engine, is altered to alter thrust from that engine with respect to a thrust from at least one other engine to alter trimming of a rudder of the aircraft~~The method of claim 27, wherein the~~ at least one of the energy, fluid and other media is generated by and taken from the engine at a rate controlled to provide a desired yaw force to the aircraft.

29. (Original) The method of claim 28, wherein the energy is electric energy.

30. (Original) The method of claim 28, wherein the fluid is bleed air.

31. (Original) The method of claim 28, wherein the fluid is hydraulic fluid.

32. (Currently Amended) A method for the control of at least one engine of an aircraft having at least two engines supplying motive thrust to the aircraft, wherein an amount of at least one of energy, fluid and other media that is at least one of supplied to and taken from the engine, is altered to alter thrust from that engine with respect to a thrust from at least one other engine to alter trimming of a rudder of the aircraft~~The method of claim 27, wherein the~~ at least one of the energy, fluid and other media is supplied to the engine at a rate controlled to provide a desired yaw force to the aircraft, such supply reducing a need of the engine for self-generation of at least one of the energy, fluid and other media.

33. (Original) The method of claim 32, wherein the fluid is bleed air.
34. (Original) The method of claim 32, wherein the fluid is hydraulic fluid.
35. (Original) The method of claim 32, wherein the energy is electric energy.
36. (Original) The method of claim 35, wherein the engine is a fully electric gas turbine.
37. (Currently Amended) A method for the control of at least a first engine and a second engine of an aircraft having at least two engines supplying motive thrust to the aircraft, wherein an amount of at least one of energy, fluid and other media that is at least one of supplied to and taken from the engines, is altered to alter a respective ratio of thrust between the engines to alter trimming of a rudder of the aircraft~~The method of claim 27, wherein at least one of the energy, fluid and other media is generated by and taken from the first engine and at least one of the energy, fluid and other media is supplied to thea second engine.~~
38. (New) The method of claim 37, wherein the fluid is bleed air.
39. (New) The method of claim 37, wherein the fluid is hydraulic fluid.
40. (New) The method of claim 37, wherein the energy is electric energy.
41. (New) The method of claim 40, wherein the engines are fully electric gas turbines.
42. (New) The method of claim 37, wherein the least one of the energy, fluid and other media is taken from the first engine and the at least one of the energy, fluid and other media is supplied to the second engine at rates controlled to provide a desired yaw force to the aircraft.

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43. (New) The method of claim 37, wherein the supply to the second engine, reduces a need of the second engine for self-generation of at least one of the energy, fluid and other media.

44. (New) The method of claim 29, wherein the engine is a fully electric gas turbine.